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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
FOR 1906.

Complete Edition \$10.00
Small 6.00

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NO. 14,972, 號二十七九千四萬一第 日三十月三三月二十三日光 HONGKONG, FRIDAY, APRIL 6TH, 1906. 五拜禮 號六月四年六零百九千一英港香 PRICE, \$3 PER MONTH.



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Hongkong, 25th October, 1905. [19]

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
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every 1 hour.

SATURDAYS.

Enter cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

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No anonymously signed communications that have
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The Daily Press.

HONGKONG, APRIL 6TH, 1906

The British Admiralty, frightened out of its seven senses by the continually increasing annual expenditure made necessary by the efforts of certain of the Continental Powers to increase the power of their naval forces, has taken the very sensible step of separating certain home services from the general Navy Estimates. Why, for instance, it argued fairly, should the whole of the scientific expenses of Greenwich Observatory, and more markedly still the cost of the home Coastguard, be counted in the naval expenditure of the Empire? Clearly, though Greenwich Observatory was originally started in the entire interest of the Navy, it has long since ceased to apply itself merely to naval matters, and concerns itself mainly with matters of scientific interest, which every nation nowadays, whether naval or not, considers has a call on the national resources. The Coastguard, though occasionally on an emergency it has been used by the Navy temporarily as a means of supplying deleted crews, has otherwise no connection with the Navy, and its upkeep as a matter of protection of the Customs revenue, and the mere policing of the coasts of the Three Kingdoms, has no more to do with the Navy than has the policing of the city of Birmingham. So far for the Navy itself; whose duties are to superintend and protect the enormous sea-borne commerce of the British Empire; and this statement at once raises the further question: Why, seeing that the Empire consists of so many units which, although controlled by a strong central power, are yet in many respects, especially financial, independent of the central control, should no attempt be made to apportion expenses

to the relative necessities of each case. More particularly is this the case with respect to the great fleet which Great Britain is by the necessities of her position bound to keep in the Mediterranean Sea. In the days of Nelson the Mediterranean fleet was kept up, it may be said, merely in the interest of the home country. NAPOLEON was threatening with his Continental military combinations the very existence of the British Isles as an independent Power, and the preponderance in the Mediterranean of a British squadron as a defence to Great Britain became a matter of national necessity. But not one of the British dependencies outside the Four Seas were in any respect interested in the presence of the fleet in Mediterranean or other waters. Except as a check on the projected union of France and Russia in an overland march on India, the fleet might as well be at Barbados as in the Mediterranean Sea. Australia as a colony was not even thought of, the Cape had only just come under British sovereignty, and Canada was thought worth only a few frigates to protect the town of Halifax; and in any case did not concern herself about the European stations of the fleet. At the present day, of course, all this is changed. The Mediterranean is the highway of British commerce not only with our great dependency of India, but with a large proportion of the Pacific, and its influence in merely European politics has shrunk correspondingly. This is well shown in a single incident. After the completion of the great naval manoeuvres of the summer the Admiralty decided that only four battle-ships should be sent to the fleet in the Mediterranean fleet. Even a quarter of a century ago the whole British nation would have risen in indignation at such a proposal. Except the complaints of those immediately concerned for private reasons, the explanation that it is more important at the moment to strengthen the North Sea fleet has been held sufficient, on the understanding that no permanent weakening is intended. The Mediterranean fleet has its own special function, but at the instant that being secure, a momentary withdrawal in a cause where France is equally interested with ourselves is viewed with complacency. The exception here, as in many other cases, really goes far to prove the rule. But in the view of the great interests of the Empire at large it is clear that the Mediterranean fleet, on which now lies the burden of preserving the main communications of the Empire at large, though it has diminished in importance when viewed merely from the Four Seas, has now an importance as affecting the Empire which it never before possessed. In the same light we must view the China fleet, though to a certain extent that name is a misnomer, as it has, according to present arrangements, to oversee the whole of the North Pacific. Seventy years ago the ships flying the British flag in the Pacific were confined to a few East India-men and a still smaller number of what were called "country ships" owned by natives of India, and their voyages never went beyond the port of Canton. Nowadays our port of Hongkong boasts that in the number of vessels entering and clearing it is the first in the world. Now the larger number of these ships sail under the British flag, but even those flying the British flag are not all owned within the Four Seas, and outside even this a not inconsiderable number carry the flag of one or other of the great colonies. The trade of the modern Pacific is in effect the trade of the Empire, even more distinctly than it is the trade of the Three Kingdoms. Even in that large portion that has its headquarters in the British Isles the British resident on the Pacific coast engaged in building up the British Empire in these distant regions has his share of the proceeds, while a by no means inconsiderable portion of the trade is between the British Colonies themselves, and never sees the British Isles. Every year, then, the British Navy is becoming more and more Imperial, and less European, and it would not be either a useless or uninteresting task to ascertain within approximate limits how much of the cost is fairly chargeable to British, and how much to Imperial uses. The whole question may fairly become a question to be mooted at the approaching meeting of the delegates from the Colonies. This conference was to have taken place during the next summer, but the remarkable *volte face* exhibited in the recent election has rendered a postponement inevitable. Perhaps we may find a grain of consolation even in this. Had the Unionist Cabinet remained in power their opponents were apparently prepared to throw every obstacle in the way of an understanding. With the change of government

and the accession to office of the previous "outs" the latter, willingly or unwillingly, have felt compelled to take up the burden, and it is now announced that though postponed it is to be held a year later. That necessity has at last indicated the advisability of a recognition of the Imperial element in any future schemes of defence must be a source of some little satisfaction to all lovers of their country. Even three years ago the task seemed hopeless, even now there are Little Englanders who would view with some amount of satisfaction the reduction of the British Empire to the Four Seas; but the evidently unwilling concurrence of that party in the new Cabinet with the inevitable is a hopeful sign for the future.

There were three plague cases yesterday, making the total to date 116.

A rare orchid specimen fetched 1,150 guineas at a London auction, constituting a record bid for orchids.

A party of Sanitary Institute students are to visit the Kowloon Water Works on Saturday afternoon.

The electric light has been installed at Kowloon Bowling Club. The pavilion has been equipped with a number of lights, but the most interesting innovation is the placing of arc lamps on the greens, which will afford illumination for open air concerts, etc.

The Viceroy of Szechuan, Hsia Liang, wired to a student named Lu Yuchi-tung, who has been studying engineering in America, to return home and take up railway engineering here. He will first be engaged for the Hankow-Szechuan line, and he has already reached Shanghai.

Messrs. Shawan, Tones & Co., agents for the Chinese Engineering and Mining Co., Ltd., have received a telegram from their principal in Tientsin, intimating that the company will pay an interim dividend of 1s per share free of tax for account of the year ending 28th February, payable 1st May.

There was quite a procession from West Point Police Station to the Police Court yesterday. No fewer than 49 prisoners were conducted to the place of trial, while European, Indian and native police in charge numbered 27, a gang of eight coolies, carrying the productions bringing up the rear. As the party moved through the streets, the pavements were crowded with spectators.

By kind permission of Lieut.-Col. C. H. U. Price, D.S.O., Commandant, and Officers of the 129th D.C.O., Baluchis, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day commencing at 4.30 p.m.:

March "Blue Bell," Dix
Overture "The Bohemian Girl," Half
..... "Edna," Vandewalt
Selection "The Messenger Boy," domestic
Two Step "Dreamy Eyes," Laupre
Gavotte "The First Kiss," Schubert

The Chinese Board of Punishment in consequence of the Edict issued last year abolishing bambooing and substituting fines, directed each of the provinces to contribute up to Tls. 100 a month from each of the principal districts out of the fines, which may be used to make a monthly allowance to all the members of the Board. This money having now been sent up, the President's allowance is fixed at Tls. 160, the vice-President's at Tls. 120 and the subordinates' from Tls. 20 to Tls. 60. Evidently some "reforms" are popular.

Thirty Chinamen who were arrested on 26th Feb. during a raid on gamblers in Liverpool Feb. were brought before the stipendiary magistrate next day. Two of the prisoners were discharged, the charge against them being withdrawn. About 23 were bound over in their own recognizances not to frequent gambling houses, and the others were remanded till next day. The magistrate humorously remarked that there was some danger nowadays in binding Chinamen over. If the interpreter could explain to them that there was no taint of slavery in their being bound over, but that, if they did not keep the recognizances, they would be locked up in a compound at Walton Gaol, and might perhaps be repatriated afterwards as undesirable aliens, well and good. A satisfactory assurance being forthcoming through the interpreter, the men were told by the stipendiary to get away to their laundries.

Subway consumption is the latest disease with which New Yorkers are threatened, according to an excellent scientific authority, and now that London has tried that "go to earth" like the canaries, we may hear of it in the English capital. The danger lies in the fact that the friction of the shoe against the third rail and of the brake on the wheels loosens quantities of steel dust. It is estimated that for every mile of the subway a ton of this dust is lost, losing the air of every tunnel every month. Autopsies on the bodies of two trackwalkers who were killed in the subway recently revealed this new subway peril. The lungs of these two men had been destroyed by the steel particles. Dr. O'Hanlon in reporting the cases said that small particles of steel enter the lungs and cause inflammation of the tissues, thus diminishing the capacity of the lungs and producing fibroid consumption. The results become manifest in pronounced cases in trainmen employed in the subway, such as trackwalkers and ticket choppers, and in a less degree among other employees and remotely in time among the passengers who use the subway regularly.

We often hear of the incurability of the Burman. Like the Greeks of old, unless they are absolutely forced to work, they much prefer to go gracefully idle. The following is a comparison between the Chinaman and the Burman in this respect:—Not long ago a few Chinese carpenters were employed in extending a house in Rangoon, and just across the road was a group of Burmans similarly engaged. The Celstials, who had the harder part of the two finished it in about a week. On the other hand, Jack Burman & Co. (Limited) lounged about, formed picturesque little groups—three men sitting smoking and doing nothing, and a fourth standing by assisting them—and took a month to complete the job.

It is a common thing for people who are hypochondriac, or are unduly inclined to coddle themselves, to profess that being out in the night air is in some mysterious way not good for them. Such people shut all their windows as tight as they can get them, and as likely as not keep a bright lamp blazing in their bedroom, apparently for no other purpose than helping to make vitiated air even much worse.

A lamp is equal to at least two extra people sleeping in the room. This is, of course, all wrong, and there is high authority for that to show that night air is really beneficial. Speaking at the Institute of Hygiene in London on Feb. 25 in the course of an address on "Fresh Air and Ventilation," Dr. Somerville Hastings remarked that "it was a popular delusion that night air was bad. This mistaken belief had its origin in the days of mythology. It had been shown by actual scientific observations that so far from night air being noxious, it often carried half the microbes borne by the atmosphere during the day.

THE NEW P. AND O. STEAMER.

The *Devonshire*, the last of the four new vessels built specially for the Far Eastern service by the P. and O. Company, arrived here last evening with the English mail. This, her maiden voyage, has been eminently successful. With her accommodation almost taxed to its uttermost, the vessel behaved splendidly, and the passengers sing her praises with unanimity. From the description which we gave this week it will be understood that the *Devonshire* is of the same type as the other new vessels, being distinguished for her wide sweep of decks, up-to-date conveniences and every comfort which can be expected on board. She has perhaps a few improvements not found on the others. She steams very steadily and those on board say they were hardly conscious of her moving. From Colombo onwards great heat was experienced, greater than usual, up till Wednesday, when the weather became decidedly cooler. There were at out 180 passengers on board.

It is rather remarkable that there are four P. and O. steamers in port at present—two at the wharves and the two mails in the stream, while the *Ceylon* should be here to-day.

R.G.A. SPORTS.

The Royal Garrison Artillery held the first of two days of sport on the Hongkong Football Club's ground at Happy Valley yesterday afternoon, when the minor events and heats were decided. There was a large number in attendance, and the weather was all that could be desired. The dullness of the match was relieved with hunting, while light and strong refreshments were served in the many booths. The events were kept well up to time, the committee responsible for the management being—Captain F. S. Butcher, R.G.A., president, Captain C. G. Vericker, R.G.A., president, Captain G. F. Champion, R.G.A., Vice-President, Lieut. R. S. Lucy, Lieut. H. P. Garwood, Lieut. G. H. W. Doherty, 2nd Lieut. E. Cummings, Subadar Mchammed Ali, Mr. Gr. (W. O.) F. J. Champion, Regt. Sergt. Major Tuchy, C. S. M. (F. G.) Eldred, Mr. Gr. Guiney, Sergt. Bayliss and Sergt. Taylor.

Numerous entries were received for the long jumping competition, which was won by Sergeant Bayliss, H. K. S. B., with Br. Kerrick of the 88th Co. second, and Gr. Cochran of the same Co. third. The distance covered was about 17 feet. The heats in the wheel race were won by Grs. McIntyre, Brown and Bishop, who will compete for a win to-day. The hurdle race, which will also be run off to-day, is open to Sergeant Bayliss, Gr. Carter, Brotherton, Brown, Stevens and Br. Kerrick. The half mile flat race, open to members of the R.G.A., only, was won by Br. Heard, with Gr. Cleasby second, and Gr. Andrews, third: time 2.13½. Br. Heard was again successful in the mile, Gr. Andrews being second, and Gr. Lee third. In the final of the sack race Gr. Walker was first, Gr. Welling second and Gr. Brown third. Putting the weight proved an item of interest, and Gr. Wilks' put of 32½, 10 inches won the first prize; Gr. Bishop took the second, and Gr. Butler the third. The quarter mile flat race was covered in 50½ sec., the runners passing the tape in the following order—Stevens, 1; Cleasby, 2; Wilks, 3. The honour of a win in the veterans' race fell to Gr. Brown, Gr. Bayliss being second and Gr. Burke third. The half mile open to native regiments of the Garrison was won by Jhina Singh, with Mahomed Khan second and Jabil Khan third. The sack flight will be decided to-day, when Cambridge's team of ten picked men closed in combat with the ten under Brown. The final of the 100 yards race has also to be run off, the starters being Stevens, Brown, Bayliss, Andrews, H. Brown and Carter. Some strong pulls were witnessed in the tug-of-war contests, and the one between the 3rd and 88th Co. R.G.A., which is to take place this afternoon, should prove an interesting event.

To-day is the principal day of the sports, and judging from yesterday's attendance they promise to be well patronised. The band of the West Kent Regiment will play selections of music during the afternoon.

TELEGRAMS.

[REUTER'S SERVICE.]

GREAT BRITAIN, FRANCE AND RUSSIA.

LONDON, April 23rd.

The *Times* says that not a few Englishmen will hope that the Algeciras Conference will further stimulate the policy of supplementing the Franco-Russian alliance and the Anglo-French entente, by the natural complement of a cordial Anglo-Russian understanding.

THE STRIKE IN AMERICA.

LONDON, April 23rd.

The employers of 100,000 miners of bituminous coal in America have increased the men's wages, and relieved the situation.

THE MOROCCO CONFERENCE.

LONDON, April 23rd.

The Italian delegate has been deputed by the Conference to go to Fez to explain the decisions of the Conference to the Sultan, and to obtain his adhesion to them.

THE ELECTIONS IN RUSSIA.

LONDON, April 23rd.

Upwards of 60 per cent. of the electors in St. Petersburg voted yesterday. The authorities refrained from all interference.

THE FORMOSA DISASTER.

LONDON, April 23rd.

Twenty-four persons are contained in a letter from Taipei to the Osaka *Meiji-ichi*, dated March 21st. The writer states:—"Early on the morning of the 17th inst. the inhabitants of the neighbourhood of Kagi were startled by several slight shocks of earthquake, followed by a very severe shock at 6.5, which was accompanied by loud subterranean explosions. The shocks continued at intervals of five to ten minutes all day; from about seven to nine o'clock 24 shocks were counted. The earth-quakes continued throughout the day following, but abated on the 19th inst., and the area devastated extends for about 30 square miles, the centre of the disturbance being Kagi."

"The country to the north of Shokwa was entirely free from disturbance, and in the vicinity of Taipei a slight shock was felt by a few persons. At Tainan and the district to the south a very slight shock was also experienced by some of the inhabitants, and when the news of the disaster at Kagi reached Tainan they were astonished. For a radius of about five miles from the village of Gatasuban the country was devastated. The surface of the earth cracked in all directions, mud and water oozing forth, and for about three hours the water stood up several feet high. In some parts the land subsided and lakes were formed, and in other places the existing mud and sand formed hillocks."

"The total number of houses in the Kagi district was 40,000, of these 4,416 have been completely or partially destroyed, causing the damage done in Tseskiko and Kotaku." The total was ordered to receive twelve strokes with the birch rod and to be detained for 48 hours.

THE INDUSTRIAL BANK OF JAPAN.

LONDON, April 23rd.

Dealing took place on the basis of 6½ for the 50 yen (25) share, in the shares of this company, the capital having recently increased with a view to the important part that the bank will play in connection with the introduction of foreign capital into Japan. The bank, which is known locally as the Kabukishi Kaisho Nippon Kogyo Ginko, was established by the Government of Japan in 1902, by virtue of a special enactment passed by the Imperial Diet, the Government guaranteeing a dividend of 5 per cent. on the paid-up capital for the first five years of its existence. The president and directors of the bank are appointed by the Government, which also supervises its business. The Japanese Government is desirous that this bank shall become, under its supervision, the recognized channel for the introduction of foreign capital into Japan for the development of sound Japanese undertakings.

It is hardly to be said that this official supervision will be eminently beneficial to the interests of British investors. The capital of the bank will now consist of 350,000 shares of 50 yen each, of which 100,000 shares will be allotted to the present shareholders in Japan. On these shares 2½ per cent. will be called up at once, and the balance as may subsequently be determined. The remaining 250,000 shares will be fully paid up, and of these 150,000 shares have been placed here. The bank has power to issue debentures to the extent of ten times its paid-up capital, but must obtain permission of the Minister of Finance before making an issue. The amount of debentures outstanding at the end of the last financial half-year was 3,800,000 yen (23,800,000). Its dividend for the last financial half-year was at the rate of 7 per cent. per annum; for the preceding years 6 per cent. was paid.

Adjourned.

MANCHURIAN TRADE.

LONDON, April 23rd.

CANTON.

FROM OUR CORRESPONDENT.]

April 4th.

KWANTUNG'S GOOD EXAMPLE.
The gentry and merchants of the Chekiang Province have sent a petition some time ago to the Peking Board of Commerce requesting them to memorize the Throne to grant them the privilege of constructing and controlling the railways in their province. An Imperial edict was issued granting them their application, and a large company has now been formed to promote industrial enterprises. Canvassers for shares have been sent everywhere, and the company has advised Viceroy Shum that Expectant Taetai Li Chit-isan has been appointed as agent of the company in Canton.

UNOFFICIAL METHODS.

The German Consul here has sent a despatch to Viceroy Shum stating that on the 20th day of the 2nd moon he read a notice in the *Young Shu-Po* alleging that a Protestant missionary, a German subject named Kwok Yu-kin, had sent plans of ground reclaimed in front of his church which did not correspond in area to the actual ground reclaimed to the *Nan-hui* magistrates for registration as church property. The Consul states that he knew nothing about the matter until he read the above news in the newspaper and requests the Viceroy to inform his subordinates that he has instructed the German missionaries not to deal direct with the officials in future, and that should any communication be sent hereafter direct to the authorities to take no notice of them and to return them to the sender. Viceroy Shum has consequently given instructions to all the officials that no letters addressed to them direct should be received in future, so as to avoid complications.

[We understand that such documents, when forwarded through the proper consular channels, often do not return from the Chinese for six months or more. When the applicant sends a Chinaman direct, and pays a "queza," they are stamped and registered instanter.—Ed.]

BOYCOTT STILL IN FORCE.

The scholars of the different schools and colleges of Canton have decided to use materials other than of American make for their summer uniforms. Tailors and outfitters who shall be found to use American drills shall be boycotted.

"CHINA MERCHANTS'" ENTERPRISE.

Among the many properties seized belonging to Chau Tung-sang there is a fine spacious godown situated on the foreshore of Fong Chuen. The depth of the river at that place is sufficient to permit large steamers to come alongside. It is said that the China Merchants' Steamship Co. have applied to the Viceroy to rent the godown and to build a wharf there for their steamers.

A CHINESE CEMENT WORKS.

I reported some time ago that Viceroy Shum had cancelled a lease held by Fang Wa-chow to quarry stones from Pi-Siu-Ngan in the Fa-Yuen district on the plan that it was Government property. The stone is used to make cement and the Viceroy has decided to establish a cement factory in Pong-chuen and has appointed directors and assistant directors to supervise the installation of the factory. The Prefect Chan Mong-tsang and Tsuotai Wen Tsung-ying are among those appointed by the Viceroy. A site has already been selected behind Chau Tung-sang's godown (Yew Kee).

BIG RECLAMATION SCHEME.

Viceroy Shum proposes to reclaim the foreshore from Chai Tan Tsui to Pak-Hin-Hok (near B. & S. godowns in Honan).

ENTERTAINING MEN OF THE FRENCH AND JAPANESE FLEETS.

Mr. J. R. M. Smith, the Hon. Treasurer of the Provisional Committee, acknowledges receipt of the following subscriptions:

W. A. Dowley	50
J. Orange	50
Vernon & Smyth	25
C. E. Auton	25
A. Brooks Smith	25
H. T. Butterworth	25
W. A. Craikshank	25
T. S. Forrest	25
C. W. May	25
G. C. Moxon	25
J. C. Peter	25
C. H. Ross	25
A. Tillett	25
A. Turner	20
Colin C. Scott	15
J. Barton	15
A. R. Fullerton	15
W. Armstrong	10
W. C. Barrett	10
E. Burus Pye	10
J. W. Crouch	10
W. Nicholson	10
	1,825
Amount previously acknowledged	1,839
	81,905

LATEST STEAMER MOVEMENTS.

The steamer *Hongkong Mara* will sail from Yokohama on the 7th April, and may be expected at this port on the 18th inst.

The steamer *Aker* left Singapore on Wednesday, the 4th inst., and may be expected here on or about Wednesday, the 11th inst.

The steamer *Arratana* Apear from Calcutta left Singapore on the 4th inst.; and may be expected here on or about the 9th inst.

The P. & S. Co.'s steamer *Manchuria* sailed from Shanghai on Wednesday at 5 p.m., and is due to arrive at this port on Friday, about 7 p.m.

The C.P.R. str. *Empress of China* arrived at Keelung at 10 a.m. on Wednesday, the 4th April, and left again at 3 p.m. same day for Yokohama, where she was due to arrive at 3 p.m. yesterday, the 5th inst.

The Silk er C.P.R. str. *Empress of Japan* which left Hongkong on the 7th March, and Yokohama on the 16th March, arrived at New York on Tuesday, the 3rd April, thus making a transit of 27 days from Hongkong, and 18 days from Yokohama.

SINGAPORE LAW UNSATISFACTORY.

PROPOSITION TO REGULATE STREET HAWKING.

FUTURE OF VLADIVOSTOK.

NORTHERN MANCHURIA AND AMERICAN ENTREPRENEUR.

CANCER IN HONGKONG.

At the meeting of the Singapore Legislative Council on March 23, the following report of the Committee appointed to consider the question of the regulation of street hawking was laid on the table:—The Committee are of opinion that the present law concerning street hawkers is unsatisfactory. This law is contained in Section 22 of "The Summary Criminal Jurisdiction XIII. of 1872," which runs, "Whoever exposes for sale or sets out in or upon any stall, booth, showcard, easel or basket, or otherwise any meat, fish, vegetables, fruit, groceries or any other thing whatsoever, so as to cause obstruction in any public thoroughfare, or so as to make the use of any public thoroughfare less convenient shall be liable to a penalty not exceeding twenty-five dollars;" and under it hawkers are in many cases arrested and punished although the obstruction which is caused by them is of no importance. We are of opinion that hawkers are a great convenience to the poorer classes in the towns and that, speaking generally, it is only when they attempt to play in or close to the main thoroughfare that they cause such obstruction to traffic that action should be taken against them.

We believe that the majority of the poorer families in the towns who keep no servants who can be sent to market, by their vegetables and meat from hawkers, who come to their doors and that the majority of the coolies class buy at least one meal a day of cooked food from hawkers in the streets. We consider that the Municipalities are the proper authorities to decide the streets and places in which hawkers should or should not be allowed to trade. We see no objection to the erection of stalls at night-time in certain streets in "Chinatown," but we consider that a fee should be payable for permission to so occupy any part of a public place if only to cover cost of scavenging. We think it desirable that several of the vacant spaces in the town near main thoroughfares (some of which are Government property) should be prepared for occupation by hawkers. Such a measure would be of great convenience to the public. It would be necessary that part at least of such spaces should be roofed over.

With regard to "periapatic" hawkers men who travel with baskets or like park boughs with a table which they put down from time to time while conducting sales—we recognize a difficulty in that the hawkers and the police appear unable to arrive at an understanding similar to that arrived at in London between pavement-sellers and constables. A London constable "moves on" a pavement-seller when he genuinely obstructs traffic and the seller when "moved on" always moves. On the whole we recommend that the Municipalities be empowered to entirely forbid hawking in places where absolutely necessary to do so, and that elsewhere, the men be left alone unless causing genuine and material obstruction.

We recommend further for the repeal of Section 22 of "The Summary Criminal Jurisdiction Ordinance XIII. of 1872" and the addition to the Municipal Ordinance of Sections (i) forbidding the erection in any street or public place of any stall for selling food or goods, or the occupation of any portion of any street or public place for such purpose without a licence so to do; (ii) authorizing the Municipalities to issue licences for the erection of stalls for the sale of food and goods and the occupation of places for such purpose in streets and places specified from time to time in bye-laws at hours so specified and to charge fees for such licences; (iii) authorizing the Municipalities to regulate by bye-laws places and streets or portions of places and streets in which all hawking is forbidden.

We believe that if our proposals are adopted the Municipalities, acting in conjunction with the Chief Police Officer, will be able to frame bye-laws which will legalize the position of those hawkers who cause no real inconvenience to any one and who are of great service to a large section of the public, and that the duties of the police in this respect will be lightened by the abolition of a provision of law which it is impossible and very undesirable to rigidly enforce.

ROYAL COLONIAL INSTITUTE.

The annual general meeting of the Fellow of this institute was held last month in the library of the institute. Mr. Frederick Dutton presided, and those present included Sir Frederick Young, Sir J. West Ridgeway, Sir George S. MacKenzie, Sir Albert Hume, Major-General Sir Henry Green, Sir Nevile Lubbock, Admiral the Hon. Sir E. R. Fromanteau, Sir Roger Parkington, General Sir R. Harrison, Sir C. Omond Smith, Sir Henry Bulwer, Sir E. Nosl-Walker, the Hon. J. G. Jenkins (Agent-General for South Australia), and Mr. J. S. O'Halloran, secretary. The chairman, in moving the adoption of the report, referred to the visit of the Prince of Wales (the President of the Institute) and the Princess of Wales to India, and expressed the opinion that it would be productive of the most beneficial results. At the end of the year there were 4,491 fellows on the books—a record number. The finances were in good condition. The balance of the loan of £30,000 raised in 1886 for the acquisition of the freehold of the institute premises would be paid off in July next, thus freeing the institute from all debt. This was 20 years in advance of the time originally contemplated, and the consequence would be a saving to the institute of about £15,000 interest. The Duke of Connaught, who presided at the last annual dinner, had consented to become one of the vice-presidents. Alluding to the subject of emigration, on which "General" Booth had addressed the Fellows a week ago, the chairman said that in this country unemployment must be regarded in a greater or less degree as a permanent condition of things. Emigration, properly and systematically conducted, was a method of alleviation which possessed his strong sympathy. By means of it a bridge might be constructed between the mother country and the different parts of the Empire and the unemployed be provided with remunerative occupation in the various Colonies. But to ensure the success of the scheme it was necessary that it should be systematically conducted, and that proper arrangements should be made at home and in the Colonies. The matter might, he thought, form a fitting subject for discussion at the next Colonial Conference. The progress of the library had been well maintained, and amongst the recent additions to it had been a set of Colonial Law Reports. The council had again been in communication with the Government as to the levy of double income-tax, and had submitted that the whole question of duplication of taxation within the Empire could with advantage form the subject of inquiry. The Lords Commissioners of the Treasury had, however, intimated their inability to reconsider their previous decision on the question. Sir Roger Parkington seconded the motion. The Prince of Wales was re-elected president.

In the course of an impressive speech at the opening ceremony, the Emperor said that he regretted the loss of his beloved mother and to perpetuate the memory of his lamented mother as furnishing some explanation of the mysterious dispensations of that Providence which had prematurely removed her from their midst. He trusted that the memory of the Empress Frederick would have the effect of opening up streams of blessing for the German people, and that her remembrance would be cherished for centuries to come.

Sir Felix Seimon, who was present in accordance with the commands of King Edward, referred in the course of some remarks to the King's personal interest in the new institution.

We have procured a copy of the further correspondence relating to the Cancer Research (Colonies) Scheme, presented to both Houses of Parliament. Therein we notice that Hongkong claims a considerable space. H. E. in a letter to Mr. Lyttelton, states that the scales of the Imperial Cancer Research Fund have been opposed to all the medical practitioners in Hongkong and South China. This letter accompanied a report by the Acting Principal Civil Medical Officer with regard to the relative incidence of the disease upon different races. Mr. Clark's interesting report showed that during the decade beginning 1891, the total deaths from cancer and sarcoma was 119, equal to a death-rate of 4.45 per 1,000 of the population, which compared very favourably with the rate in Eng. and, which for the period 1891-95 was 7.10 per 100,000. He added—I quite recognise, however, that the facilities for a correct diagnosis of the cause of death are far greater in England than among the Chinese in Hongkong, and that our figures may possibly understate the case, but it is not probable that the disease is as prevalent here as it is in Eng. and, this is borne out by the mortality returns, which I will presently quote.

Since the conclusion of peace between Russia and Japan there has been much speculation in the foreign community of Shanghai as to the future opportunity for trade and development in Manchuria, and therefore the negotiations between Japan and China on the one hand, and diplomatic moves of Russia at Peking have been watched with the closest attention.

As soon as the news of Vladivostok was open

there ensued a rush of steamers from Shanghai, Tsingtao, Chefoo, Tientsin, Nagasaki, Kobe, and Yokohama, and as a consequence the immediate demand for merchandise was soon satisfied. Then came the riots both at Vladivostok and Harbin, followed by the ice closing the port entry. These discouraging factors drove many of the traders away and left a market, which, while well supplied with such luxuries as are indicated for the Russians, is still demanding staples for the natives, and is offering a great chance for development.

Such is practically the situation to-day, and a period three months from this date will see Northern Manchuria eager for that which is now believed to be the beginning of a new era, which will last a few years at the least.

No one knows what Japan intends to do in Southern Manchuria, either in the way of trade or in development in connection with her portion of the Chinese Eastern Railway and the new line that is to be built thence to connect with Corea. Russia, for her own political affairs in the Far East, and perhaps for the sake of affording a contrast is letting everybody know what her aim and ambition is. It may be well to point out what is the field for the development now being advertised by Russian agents.

The Chinese Eastern Railway, which leaves the old and original survey of the Trans-Siberian Railway at Nakhodka, crosses the Manchurian border at the station since called Manchuria and then by a south-eastern course runs through one of the most fertile areas on the continent to Harbin, and from thence to Poyantziania, border, thus reaching Siberia again and joining the Usuri Railway (a part of the original Trans-Siberian route and now running to Khabarovsk, on the Amur River) goes to Vladivostok. Through this Manchurian section there are vast stretches of rolling and level lands, great forests of fine wood of a merchantable kind and rich mineralized areas.

Even while Vladivostok and Harbin were burning, plans were busily on the coming campaign of development. The scheme advertised contemplated the establishment of a steamship service which would make Vladivostok the home port, the welcoming and the protection of invested capital, the invitation to use the railway as the means of transportation to Europe for the products of China, and especially of tea. These persons all land in Hongkong and remain here pending trans-shipment, staying in registered emigration houses, and such of them as are suffering from disease doubtless find their way to one or other of the hospitals, while some no doubt die here.

With regard to the question of the age incidence of the disease, it will be seen from Table I. that 70 of the deaths occurred in persons over the age of 45 years, and 46 between the ages of 15 and 45.

From these figures and also from the census returns, which I quote below, it will be seen that the hypothesis suggested in paragraph 12 of the circular of November 18th, 1904, that malignant disease is rare in these races, because such a very small percentage of them attain ages exceeding 45 years, does not apply to the Chinese in Hongkong, for at the last census, taken in 1911, the age distribution of the Chinese population was as follows:—

0-15 years 131,322
15-30 years 129,030
30-45 years 129,912
45-60 years 149,551
60-75 years 149,195

These persons all land in Hongkong and remain here pending trans-shipment, staying in registered emigration houses, and such of them as are suffering from disease doubtless find their way to one or other of the hospitals, while some no doubt die here.

With regard to the question of the age incidence of the disease, it will be seen from Table I. that 70 of the deaths occurred in persons over the age of 45 years, and 46 between the ages of 15 and 45.

The corresponding figures for England (1901 census) in the urban districts were as follows:—

0-15 years 35 per cent.
15-30 years 47 per cent.
30-45 years 46 per cent.
45-60 years 18 per cent.

The difference between 14 per cent. and 18 per cent. in the proportion of persons over 45 years of age would not be sufficient to account for the very great difference in the incidence of malignant disease.

It may be interesting to add that out of 5,882 deaths of Chinese recorded in Hongkong last year no less than 712 were of persons over 60 years of age.

To anyone unacquainted with the Colony the age distribution of the population may appear remarkable, and I would explain, therefore, that Hongkong is peculiar in two respects, namely (1), in having a high infant mortality, and (2) in the fact that the population maintained and increased almost wholly as the result of the immigration of adults from the mainland of China. Thus it is that our percentage of children is low while our percentage of young adults (15-45 years) is very high.

The only factor attaching to the death returns, which I have quoted, lies in the possibility that Chinese suffering from malignant disease may return to their own country before they die, but our general experience with regard to other lingering illnesses is that the Chinaman whose home is here will remain here as long as possible, and will continue to do odd jobs as the nature of his ailment will permit, or will be maintained by his relatives and friends, until he ultimately falls ill, to beri-beri, or to old age—the latter being persons well over 60 and not a few approximately to 80 years of age. All of these diseases, with the exception of a few of the more acute types of beri-beri, are such as would enable the patients to get back to their own country, for which there are so many facilities, at a cost of a few cents only, had they any overwhelming desire to do so. As a matter of fact, the sick persons who are hurried back to their own country are, I should say, those who are supported by their friends to be developed, an attack of plague or of smallpox; the reason in such case being the rooted objection of the friends to the disturbance and discomfort attending disinfection of the premises, or perhaps the objection of the patient himself to removal to hospital.

With regard to predisposing causes I am inclined to think that in the case of a disease, in which the mean annual death-rate is only 4.45 per 100,000, personal idiosyncrasies are of more moment than the habits of the community, but of these former I have no information. As, however, the habits of the community may affect the light on the fact that the Chinese in Hongkong enjoy a marked immunity from malignant disease, I may say that they smoke but little, in comparison with the European, they practically do not chew at all, and their diet consists in the main of rice with small quantities of fish or pork, and that spices,

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$28.00

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"CLUB"

PUREST
LIGHTEST
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SCOTCH WHISKY

MATURED
IN WOOD.

\$14.00

PER DOZ

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

ALL TELEPHONES in the PEAK DISTRICT will be INTERRUPTED during the NIGHT of SATURDAY, the 7th April.

W. L. CARTER,
Manager,
Hongkong, 6th April, 1906. (815)

FOR SALE.

MOTOR CYCLE. Nearly New; No Fault; only reason for Selling Owner going home next German Mail. Apply RAMSEY CO., 12, Pottinger Street, Hongkong, 6th April, 1906. (816)

WANTED.

A GODOWN or GODOWNS with 3,000 square feet, central situation preferred. Apply with particulars as to location, capacity, and price to—

"ALPHA,"
Box 1358.
Hongkong, 6th April, 1906. (817)

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No. 38, Queen's Road Central,
Agent for the Company.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (SATURDAY), the 7th April, 1906, at 2.30 p.m., at his SALES ROOMS, Queen's Road,

HANISOME HOUSEHOLD FURNITURE, OVERMANTELS, and PICTURES; BRAZ BEDSTEAD, DRAWING ROOM SUITE, CROCKERY, GLASS & PLATED WARE;

BICYCLE and COOKING RANGE, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 6th April, 1906. (818)

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street,

On WEDNESDAY,

the 11th April, 1906, at 11 a.m., A Special Assortment of Very Fine FURNITURE, SOFAS, ARM CHAIRS, BOX LOUNGES (Tin Lined), &c., &c.;

Also A Lot of LADIES' CORSETS, VEILING and SUNSHADES, &c., &c.

F. KIENE, Auctioneer.

Hongkong, 6th April, 1906. (820)

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship,

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CAKLOWITZ & CO., Agents.

Hongkong, 5th April, 1906. (821)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf ex. ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th April, 1906. (822)

NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., Friday, the 6th inst., will be landed of Consignee's risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 5th April, 1906. (823)

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM LONDON VIA BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex. ss. Victoria and Perseus.

From Persian Gulf ex. B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

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E. A. HEWETT,
Superintendent.

Hongkong, 5th April, 1906. (824)

INTIMATIONS.

WANTED.

AT ONCE, JUNIOR SHIPPING CLERK with Knowledge of Accounts, for Merchant's Office in Hongkong. Reply stating Age, Experience, and Salary required to—

"A. H.",
Care of Daily Press Office.

Hongkong, 4th April, 1906. (825)

WANTED.

WANTED by a First-Class Mercantile House, doing large Import and Export business in Hongkong, China and Japan, COMPRADORE, who must be of Good Social and Commercial Standing, and able to Influence business, and to offer substantial Security. Special inducements will be offered to a first-rate man who can fulfil the above. Apply to JOHNSON, STOKES and MASTER, 8, Des Voeux Road Central.

Hongkong, 26th March, 1906. (826)

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock P.M., TO-MORROW (SATURDAY), the 7th April, 1906.

Members wishing to be present and Devonians wishing to join the Society are requested to communicate with

MOWBRAY S. NORTHCOTE,

Hon. Secretary,

Care of Hongkong Club

Hongkong, 26th March, 1906. (827)

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on WEDNESDAY, the 11th day of April, 1906, at 2.30 P.M., when the Subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

RESOLUTION.

That the firm of Messrs. E. S. KADOURIE & CO., be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOURIE & CO." for the words "Benjamin, Kelly & Potts."

BENJAMIN, KELLY & POTTS,

General Managers.

Hongkong, 31st March, 1906. (828)

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on SATURDAY, the 24th April, 1906, at 4.30 o'clock P.M., precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 18th April, 1906, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Acting SECRETARY for registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors,

F. A. CUMMING,

Acting Secretary.

Shanghai, 24th March, 1906. (829)

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDINGS, Hongkong, on SATURDAY, the 24th April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Account to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 28th April, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 3rd April, 1906. (830)

HONGKONG DAILY PRESS PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST.

1.00

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA.

0.60

TEMPORARY MINING REGULATIONS IN CHINA.

0.50

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA.

0.25

FROM HONGKONG TO CANTON, BY THE PEARL RIVER.

"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illustrations.

1.90

MOUNTINGS OF NAVAL GUNS and their Subsequent Use, with the Lloyd's Relied Column.

1.00

WALLACE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh.

1.00

CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Capt. J. H. Halecombe.

2.00

POLITICAL OBSTACLES TO MISIONARY SUCCESS IN CHINA.

0.25

RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1904.

2.00

MAIL TABLES, for 1906 ... 0

S. MOUTRIE & CO., LTD.

HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED

THE ORCHESTRELLE CO'S.
LATEST CREATIONPIANOLA PIANO.
PRICE £115.PERFECT IN EVERY DETAIL AND
FINISH.

RECITALS DAILY.

INSPECTION INVITED.

PIANOS FOR HIRE AND
PURCHASE.

Special Terms for Tuning by Contract.

Tuners from Messrs. BRINSMEAD &
BROADWOODS,

York Building, Chater Road.

Hongkong, 1st March, 1906. 1527

BANKS

THE MERCANTILE BANK OF
INDIA, LIMITED.AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,250,000
PAID-UP £625,000
RESERVE FUND £100,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily balance
ON FIXED DEPOSITS:For 12 months 4% per annum
" 3 " 3% " 3% "E. ORMISTON,
Manager.

Hongkong, 26th March, 1906. 26

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.PAID UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).HEAD OFFICE IN AMSTERDAM.
HEAD-AGENCY: BATAVIA.
Branches: Singapore, Penang, Shanghai, Tengku, Samarang, Soerabaya, Cheribon, Tegal, Pasuruan, Pasuruan, Tjilatap, Padang, Medan (Deli), Palembang, Kota-Batu, (Acheen) Teluk-Sumawa, (Acheen) Bandjarmasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking Business of every description.

INTEREST ALLOWED.

On Current Account 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
" 6 do. 3% " 3% "

L. ENGEL, Agent.

Hongkong, 1st March, 1906. 1526

BANKS

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIEH, FORMOSA.

BRANCHES AND AGENCIES:

Kobe Tainan
Nagasaki Tamsui
Fuchow Osaka
Keelung Shanghai YokohamaHONGKONG OFFICE:
3, DES VIEUX ROAD.Interest allowed on Current Account.
Deposits received on terms which may be learned
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November 1904. 12478

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER. 1853

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £2,000,000

RESERVE LIABILITY OF SHAREHOLDERS £2,000,000

RESERVE FUND £287,500

INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4% per annum.

" 6 " 3% "

" 3 " 2% "

T. P. COCHRANE,
Manager.

Hongkong, 15th May, 1906. 114

HONGKONG & SHANGHAI BANK-
ING CORPORATION

PAID-UP CAPITAL £10,000,000

RESERVE FUND £10,000,000

STEELING RESERVE £10,000,000

SILVER RESERVE £9,500,000

RESERVE LIABILITY OF PROPRIETORS £9,000,000

COURT OF DIRECTORS.

A. HAUPT, Esq.—Chairman.

Hon. Mr. C. W. DICKSON—Deputy Chairman.

E. Goetz, Esq.

C. R. Lenzner, Esq.

G. H. Madhurst, Esq.

D. M. Nissim, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER.

Hongkong—J. R. M. SMITH

MANAGER.

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COIN
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per
Cent per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months 2% per cent. per annum.

For 6 months 3% per cent. per annum.

For 12 months 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 4th April, 1906. 23

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in Ch

the Philippine Islands and the

Republic of Panama.

CAPITAL AND SURPLUS

Authorised £10,000,000

Capital Paid-up £8,250,000

Reserve Fund £8,250,000

Head Office: New York.

London Office: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

Union of London and Smith's Bank,

Limited.

BRITISH LINE COMPANY BANK.

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at the following rates:—

For 12 months 4% per cent. per annum.

" 6 " 3% " 3% "

H. PINCKNEY,
Manager.

9, Queen's Road, Central, Hongkong, 29th September, 1905. 262

THE HONGKONG DAILY PRESS, FRIDAY, APRIL 6TH, 1906.

Abbey's
Effer-
vescent Salt

Abbey's Salt, as a beverage, makes a delightfully cooling and tonic drink.

Abbey's Salt, as a medicine, aids digestion, keeps the Bowels regular, touches up the Liver and tones the Stomach.

Abbey's Salt, by making a bad Stomach good, keeps the whole system in perfect order.

Try Abbey's Salt, and you will probably regret you didn't know about it sooner.

SOLD in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

10-2

had itself laid down, the basis of the agreement disappeared. The Government of India had lost the independent and qualified military adviser whom they regarded as essential; and the appointment of a second soldier to the Council, upon the nomination (a venture to say for the first time in history) of the Commander-in-Chief could only duplicate the military vote, without any compensating advantage to the Government of India and accentuate a military secondary.

I have little doubt that in practice the Military Supply Department will turn out to be a consistent supporter and even a stimulant to the Commander-in-Chief, and that before many years have passed we shall find this used as a powerful argument for its extinction.

Mr. Morley has frankly abstained from any pretence that the Supply Member will in future supply any guarantee for the effective examination of military proposals. But in his place he points to the secretary in the new Army Department and endeavours by a multiplicity of safeguards to ensure that at least he shall know what is going on and shall have free access to the Governor-General. All this is wise as far as it goes, but it goes no distance at all. For the duty imposed upon the secretary is one which no officer, and certainly no military officer, in that position can possibly discharge. He is to be the departmental right-hand man and direct subordinate of the Commander-in-Chief, working in his office, and looking to him for promotion. Knowing the views that have been publicly expressed by Lord Kitchener as to criticism of his proposals by subordinate officers, and mindful of what military discipline means, is it conceivable, I ask, that this officer should exert an independent voice? And if he does so, shall we not be at once confronted with the old series of divided responsibility and dual control, and will not friction be generated more acute than any that has been hitherto alleged? I challenge anyone with the smallest knowledge of Indian administration to pretend that the safeguards against military irresponsibility which the old Military Member did, but which the new Supply Member cannot, supply will be furnished by an officer in this position. He may be made a member of any number of advisory committees or councils. In India these bodies consist of the Staff officers of the Commander-in-Chief and cannot be credited with independence. It is not there that he can exert any influence. His equality with the other Secretaries to Government may be, as it has rightly been, assumed. But no paper provisions can enable him to serve two masters, or to render equal and simultaneous loyalty to the interests of the Government of India and the views of the Commander-in-Chief.

I am not one of those who desire the constant interference of the House of Commons in Indian affairs, for that interference must frequently be based upon imperfect knowledge and is liable, therefore, to be mistaken. But I do hold that the British Parliament is the ultimate custodian of the rights and liberties of India, and that no great constitutional change should be carried out there without the knowledge and approval of the House of Commons. And yet the tactics adopted in the present case have been so contrived as to prevent that House from expressing any judgment upon the proposed changes until they have already been put into operation. I should like to have heard the opinions of any great constitutional statesmen upon such a procedure, from Mr. Pitt to Mr. Gladstone. When the Indian Budget was discussed in June last, the papers containing the decision of the late Government had already arrived in India. But they were withheld from the House of Commons. No hint was given of the strong views of the Government of India, and the highly condensed reference contained in the speech of the late Secretary of State left a most erroneous impression of what had occurred. After the papers had been laid three days later, a "blocking motion" was put down upon the order paper by some friendly hand in order to prevent discussion, and from that day to this not a word has been said on the subject. On the present occasion there seems to be no ground for a similar complaint; for the papers have been laid on the last day of the debate on the Address, and, except for a motion for the adjournment, no opportunity for debate can now occur. Thus it has come about that the most momentous and, as many think, the most disastrous change that has been effected in the Government of India since it was taken over by the Crown has been consummated behind the back and without the authority of the House of Commons. It was not thus, in my opinion, that the framers of the Indian Constitution desired that it should be administered, nor thus that our duty to that great dependency can be honestly and justly discharged.

I have said nothing in this letter about my own treatment or about the methods which were adopted by those concerned to attain the object of their desire. The facts, which are already known to a number of persons, and will one day perhaps be known to a larger, will, I think, justify the conclusion that these have been uttered here, why should there be forced upon India a system of military irresponsibility, that is to say, a system which I have repeatedly seen in public print—I cannot display an unconstitutional character of such a plan better than by asking, Would a single person be found to advocate its acceptance in England? And if the idea is unthinkable here, why should there be forced upon India a system of military irresponsibility, that is to say, a system which I have repeatedly seen in public print—I cannot display an unconstitutional character of such a plan better than by asking, Would a single person be found to advocate its acceptance in England? 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SHIPPING.

ARRIVALS.

CAPRI, Italian str., 4,195, Giuseppe Belotti, 5th April—Bombay and Singapore 30th March, General—Carlowitz & Co.

DIYANIA, British str., 8,001, T. H. Hyder, 5th April—Singapore 1st April, Male and General—P. & O. S. Co.

ERANG, British str., 1,127, T. A. Muir, 5th April—Shanghai 1st April, General—Jardine, Matheson & Co.

KELBURN, British str., 2,111, A. L. Tempier, 5th April—Saigon 21st April, Rice—Dodd, Wall & Co.

KWANGTUNG, Chinese str., from Canton.

MACHIN, German steamer, 905, J. Haryos, 5th April—Bangkok via Swatow 28th March, Rice—Butterfield & Swire.

MADELINE RUMKES, German str., 1,160, S. Simonson, 4th April—Bangkok 29th March, General—Norddeutscher Lloyd.

NERITE, Dutch str., 1,090, Carrick, 5th April—Pahang via Swatow 3rd April, Ballast—Order.

OCEANA, British str., 3,507, W. Hayward, R.N.R., 5th April—Shanghai 3rd April, General—P. & O. S. P. Co.

PIER, Norwegian str., 745, J. Loventzon, 5th April—Bangkok 27th March, Rice—Chinese.

PEKIN, British steamer, 2,522, W. R. Le Mare, R.N.R., 5th April—Singapore 29th March, General—P. & O. S. N. Co.

TINGSAO, British str., 1,025, Smith, 5th April—Swatow 4th April, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

April 5th.

Anping Man, Japanese str., for Swatow.

Borra, British str., for Calcutta.

Erang, British str., for Canton.

Haidong, British str., for Swatow.

Kelburn, British str., for Yokohama.

DEPARTURES.

April 5th.

C. DIEDERICHSEN, Gov. str., for Haiphong.

GRANLEY, British str., for Chetoo.

FAULK, Norwegian str., for Peking.

HATFIELD, GRANGE, British str., for Vladivostock.

MANSU MARC, Japanese str., for Singapore.

SUNGJANG, British str., for Swatow.

TAIBHAN, Norwegian str., for Singapore.

WELSH PRINCE, British str., for Vladivostock.

SHIPPING REPORT.

The British str. Tingkang reports: Moderate northerly winds and sea fine; clear weather.

VESSELS IN DOCK.

April 5th.

ABERDEEN DOCKS—Butterfield, Paisley.

KOWLOON DOCKS—U.S.S. Harry, Hovey, Chingtao, Ban Yik, City of Birmingham, U.S.S. Bainbridge, Brund, Mountaineer, Augusta, Doss, Hermon, H.M.S. Hardy, Tsinqua.

COLONIAL DOCK—Doric.

VESSELS ON THE BERTH.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodges, will be despatched for the above Ports TO-DAY, the 6th inst., at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 4th April, 1906. 1808

FOR SHANGHAI & VLADIVOSTOCK

(Taking Cargo at Through Rates to Tsinqua and Chemulpo.)

THE Steamship

"LOONGMOON,"

Captain F. Kalkefen, will be despatched for the above Ports TO-DAY, the 6th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 3rd April, 1906. 1763

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA,"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th April, at NOON, taking passengers and cargo for the above ports in connection with the Company's a.s. *Marmora*, 10,500 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be transported at Colombo into the mail steamer proceeding direct to Macclesfield and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on 19th May.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th March, 1906. 1

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

THE Company's Chartered Steamship

"GLENFARG."

5,600 tons, will be despatched for CALLAO (Peru) and IQUIQUE (Chili) on or about 10th April, 1906, at Noon.

Also taking freight to other Eastern Coast Ports of South America transhipping to the Connecting Lines.

For further information as to Freight and Passage apply to

K. MATSDA, YORK BUILDING.

Hongkong, 3rd April, 1906. 1531

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	SIZE & B&D	BERTH
LONDON, &c., VIA USUAL PORTS OF CALL	BRIT. STR.	—	—
LONDON & ANTWERP, VIA SINGAPORE, &c.	BRIT. STR.	—	—
AMSTERDAM, LONDON & ANTWERP	BRIT. STR.	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DIOMED	1 M.	—
AMSTERDAM, LONDON & ANTWERP	KINTUCK	1 M.	—
AMSTERDAM, LONDON & ANTWERP	BILLEROY	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CALCHAS	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ARMAND BEHIC	1 M.	—
AMSTERDAM, LONDON & ANTWERP	FRENSTR.	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ODERA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	P. R. LUDGOLD	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SILOVNA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SCANDIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SENSEGAMIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHOGVIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	C. FRED. LAHISZ	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SITHONIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ANDALUSIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	MACHAO	1 M.	—
AMSTERDAM, LONDON & ANTWERP	HECTOR	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHIMOSA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	INDRAWADI	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SENICA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	VALDIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	RAMSEY	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ATHENIAN	1 M.	—
AMSTERDAM, LONDON & ANTWERP	EMPEROR OF INDIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	THOME	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHAWMUT	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DAKOTA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	NUMANTIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DATOKA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	GLENFARG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CHINOTU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	EMPIRE	1 M.	—
AMSTERDAM, LONDON & ANTWERP	PRINZ SIGISMUND	1 M.	—
AMSTERDAM, LONDON & ANTWERP	MANILA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CYDONIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	PRINZ SIGISMUND	1 M.	—
AMSTERDAM, LONDON & ANTWERP	TAIWAN	1 M.	—
AMSTERDAM, LONDON & ANTWERP	KASHING	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ESANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	ANNING MABU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DEWANIA	1 M.	—
AMSTERDAM, LONDON & ANTWERP	YOCHEW	1 M.	—
AMSTERDAM, LONDON & ANTWERP	LOONGMOON	1 M.	—
AMSTERDAM, LONDON & ANTWERP	TINGSANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	PERIN	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHOSHO MARU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHOARING	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CHINKANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DAIJIN MARU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DAIGE MARU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	MAIDZUBU MARU	1 M.	—
AMSTERDAM, LONDON & ANTWERP	HAICHING	2 L.	—
AMSTERDAM, LONDON & ANTWERP	ZAPIRO	1 M.	—
AMSTERDAM, LONDON & ANTWERP	LOONGSANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	TEAN	1 M.	—
AMSTERDAM, LONDON & ANTWERP	RUBI	1 M.	—
AMSTERDAM, LONDON & ANTWERP	MAUSANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	BORNEO	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CHUNSANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	NAMSANG	1 M.	—
AMSTERDAM, LONDON & ANTWERP	SHAM ALLUM	1 M.	—
AMSTERDAM, LONDON & ANTWERP	CAPRI	1 M.	—
AMSTERDAM, LONDON & ANTWERP	TJIMAI	1 M.	—
AMSTERDAM, LONDON & ANTWERP	DUT. STR.	—	—
AMSTERDAM, LONDON & ANTWERP	BROWERS	—	—

SECTIONS.

Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

THE Company's Steamship

"PALAMCOTTA,"

Captain T. P. Babu, will be despatched as above

TO-MORROW, the 7th inst., at DAY-LIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd April, 1906. 1794

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubbiani United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEONHORN and GENOA,

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARDS.**

FROM	STEAMERS	TO SAIL	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 5th April.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 14th April.	
GLASGOW and LIVERPOOL	"TEUCER"	On 14th April.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.	
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.	
GLASGOW and LIVERPOOL	"JASON"	On 28th April.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.	
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL	DUE
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.	
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.	
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th May.	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.	

• Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.**EASTWARD.**

FOR	STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA	"TEUCER"	On 18th April.	
NAGASAKI, KOBE and YOKO-	"TYDEUS"	On 16th May.	
HAMA			

WESTWARD.

FROM	STEAMERS	TO SAIL	DUE
TACOMA, SEATTLE, VICTORIA, & PACIFIC COAST	"NINGCHOW"	On 26th April.	
For Freight, apply to	"YANGTSE"	On 26th May.	

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL	DUE
SHANGHAI	"YOCHOW"	On 7th April.	
MANILA	"TEAN"	On 10th April.	
NINGPO and SHANGHAI	"CHINKIANG"	On 11th April.	
SHANGHAI	"SHAOHSING"	On 11th April.	
YOKOHAMA and KOBE	"TAIYUAN"	On 11th April.	
TIENTSIN	"KASHING"	On 12th April.	
MANILA, ZAMBOANGA PORT			
DARWIN THURSDAY ISLAND			
COOK TOWN, CAIRNS	"CHINGTU"	On 26th April.	
TOWNSVILLE, BRISBANE			
SYDNEY and MELBOURNE			

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th March, 1906.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)

R.M.S. "ATHENIAN" 3,682 Tons LEAVE HONGKONG ARRIVE VANCOUVER, WEDNESDAY, 11th April ... 5th May.

"EMPEROR OF INDIA" 6,000 " WEDNESDAY, 18th April ... 9th May.

"MONTEAGLE" 5,500 " WEDNESDAY, 2nd May ... 26th May.

"EMPEROR OF JAPAN" 6,000 " WEDNESDAY, 9th May ... 30th May.

"TARTAR" 4,425 " WEDNESDAY, 23rd May ... 16th June.

"EMPEROR OF CHINA" 6,000 " WEDNESDAY, 30th May ... 20th June.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 262.

Intermediate on Steamers 240, " 242.

R.M.S. "MONTEAGLE" and "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only to Intermediate rates affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

Corner, Pedder Street and Praya, opposite Blake Pier.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO. & CO. LEAVING

"TAMSUI VIA SWATOW AND AMOI" SUNDAY, 8th April, 11 A.M.

"TAMSUI VIA SWATOW AND AMOI" SUNDAY, 15th April, 10 A.M.

"SHANGHAI VIA SWATOW, AMOI AND FOOCHOW" "DAIGI MARU" S. TAGAMI FRIDAY, 6th April, A.M.

"SHANGHAI VIA SWATOW, AMOI AND FOOCHOW" K. SHIRAKI "ANPING MARU" TUESDAY, 10th April, A.M.

"ANPING VIA SWATOW AND AMOI" T. NEMOTO "SHOSHU MARU" WEDNESDAY, 18th April, A.M.

"TAMSUI VIA SWATOW AND AMOI" "MAIDZUO MARU" MERLIN WEDNESDAY, 18th April, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office 8, Des Voeux Road Central.

Hongkong, 29th March, 1906.

T. ARIMA, Manager.

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NORTHERN PACIFIC LINE.

BOSTON S. S. CO., BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 28th April.

1 cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures stowage at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

TJIMAHJ JAPAN First half of April JAVA PORTS First half of April

TJILIWONG JAVA First half of April JAPAN via SHANGHAI First half of April

TJIPANAS JAPAN Second half of April JAVA PORTS First half of May

TJILATJAP JAVA Second half of April JAPAN via SHANGHAI First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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VESSELS ON THE BERTH FOR SINGAPORE & CALCUTTA.

THE Steamship

"SHAH ALUM."

expected here about the 10th inst. from Kobe, will be despatched on the 13th inst. for the above Ports.

Will also call at Rangoon if sufficient indent offered.

For Freight and Passage, apply to A. M. ESSABROV.

Hongkong, 3rd April, 1906. 1795.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking cargo on through rates to

TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO."

Captain F. Sembl (ready to load on THURSDAY, 12th inst.), will leave on SATURDAY, the 14th inst., at 9 A.M.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 4th April, 1906. 15

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSL

